



## New Criteria Banding for the Urban Arterial Program

### Background Information for Public Comment

### February 1, 2013

In order to make the best investment with Transportation Improvement Board dollars, the TIB has reviewed current urban program criteria (Urban Arterial Program and Urban Corridor Program). From this review, a new method of evaluating project applications, called criteria banding, was developed.

Beginning June 2013 the two urban programs, and their funding, will be combined under one criteria set. With the new criteria, a successful arterial project must score well in one of four bands: Safety, Mobility, Growth and Development, or Physical Condition. Additionally, all projects will be scored on the common factors of Sustainability and Constructability.

**Below is additional information about the new criteria. Public comment will be accepted until February 28, 2013. Send comments to Alicia Seegers Martinelli, Chief Administrative Officer, [aliciam@tib.wa.gov](mailto:aliciam@tib.wa.gov).**

#### Bands and Purpose

Under the previous urban criteria an agency had to score well in multiple areas to qualify for project funding. The effect of averaging scores sometimes meant that the top projects in a single area (like Safety or Growth and Development) were not selected. With the new criteria, a project only needs to score well in one band to qualify for funding. A maximum of 65 points is available from any one band. The remaining 35 points will come from both the Sustainability and Constructability criteria.

					Sustainability	Constructability
Safety	Potential for Accident Reduction	Predicted Crash Frequency	Counter Measures	New Safety Features	Modal	Funding Sources
Growth & Development	Public Support	Private Support	Quality	Location	Energy	Construction Readiness
Physical Condition	Pavement Condition	Non-Pavement Failure	Loading and Usage	Significant Design Flaws	Environment	Ease of Implementation
Mobility	Congestion and Level of Service	Network Connectivity	Modal Access	Mobility Features	Recycling	Full Funding

***SAFETY (65 pt max)*** *Corrects unsafe conditions, prevents human injury and property damage.*

The safety criteria have been modernized to reflect new standards. Principles outlined in AASHTO's 1<sup>st</sup> Edition, Volume 1, 2010 Highway Safety Manual are woven into the criteria to evaluate the effectiveness of a project's design enhancements. Criteria are no longer based solely on past accident history, but instead look at the factors that cause collisions and the potential for safety improvements and project completion.

**Safety Evaluation Tool (40 pt max)**

- |  |      |
|--|------|
| • Increase in Potential Safety Improvements    | 0-15 |
| • Decrease in predicted crash frequency        | 0-5  |
| • Increase in Crash Modification Factors score | 0-20 |

**New Safety Features (25 pt max)**

- |   |      |
|---|------|
| • Add non-traversable median                      | 5    |
| • Add center left-turn lane                       | 5    |
| • Road diet                                       | 5    |
| • Add curb or physical separation                 | 5    |
| • Convert unsignalized intersection to roundabout | 0-10 |
| • Convert signalized intersection to roundabout   | 0-10 |

***GROWTH & DEVELOPMENT (65 pt max)*** *Maximizes development potential and appropriate project locations.*

Criteria scoring are based on the scale of the development site (number of jobs anticipated, acreage developed, etc.), developer support, necessity, and location. Criteria also evaluate the likelihood the development will occur based on whether or not zoning is in place, permits are issued, and private investment is leveraged.

**Public Support (20 pt max)**

- |   |     |
|---|-----|
| • Development fulfills the comprehensive plan | 0-8 |
| • Zoning in place for the development         | 0-5 |
| • Water in place for the development          | 0-4 |
| • Sewer in place for the development          | 0-4 |
| • Power in place for the development          | 0-4 |

**Private Support (20 pt max)**

- |   |      |
|---|------|
| • Development agreement status                | 0-10 |
| • Private investment in public infrastructure | 0-10 |
| • Permitting status                           | 0-10 |

**Quality (15 pt max)**

- |   |      |
|---|------|
| • Dwelling units constructed in the development | 0-10 |
| • Acreage of the development                    | 0-5  |
| • Jobs created by the development               | 0-10 |

**Location (10 pt max)**

- |  |     |
|--|-----|
| • Development location                     | 0-5 |
| • Project proximity                        | 0-4 |
| • Dependence of development on the project | 0-3 |

**PHYSICAL CONDITION (65 pt max)** *Corrects physical deficiency and prevents failure.*

This band is primarily based on street pavement condition rating (PCR). Other areas contributing to a project's score are non-pavement related failures such as slope stability or flooding; other significant flaws like poor alignment, channelization or sight distance, traffic volume or truck/bus route, and sidewalk condition.

**TIB Engineer PCR score rating (30 pt max)** 0-30

**Non Pavement Failure (12 pt max)**

- Walls 0-4
- Storm water conveyance 0-4
- Bridges or culverts 0-6
- Slope Stability 0-2

**Significant Flaws (10 pt max)**

- Illumination 0-2
- Fixed objects 0-2
- Access control 0-2
- Alignment 0-5
- Channelization 0-2
- Turning radius 0-2
- Sight distance 0-2

**Loading (10 pt max)**

- Volume 0-4
- Truck Route Classification 0-4
- Buses 0-4
- Listed as principal arterial on NHS 3

**Sidewalk Condition (5 pt max)**

- Meets Standards 0-3
- Overall Sidewalk Appearance 0-3

**MOBILITY (65 pt max)** *Improves traffic flow and modal capacity.*

Mobility criteria are based on the principles of TRB's *Highway Capacity Manual 2010, Vols. 1-3*.

Projects will be scored based on current level of service compared to anticipated level of service post-project. The mobility criteria will address current congestion problems, whereas future mobility issues will be addressed within the growth and development band.

**Congestion and Level of Service (35 pt max)**

- Significant existing congestion problem (existing route only) 0-10
- Increase in LOS within project limits (existing route only) 0-20
- Addresses congestion on the system or adjacent routes 0-10
- New route 0-20
- High volume 0-5

**Network Connectivity (10 pt max)**

- Complete/extend corridor improvements 0-6
- Complete gap/extend improvements 0-4
- What does the project connect to? 0-4

**Modal Access (10 pt max)**

- Improve transit access 0-4
- Improve connections to non-motorized access 0-2
- Improve freight facilities 0-6

**Features (10 pt max)**

- Relieves bottleneck 0-2
- Improves access to CBD or urban center 0-6
- Traffic signal interconnect 0-2

**SUSTAINABILITY (15 pt max)** *Improves project quality through sustainable design.*

This category will evaluate if agencies are using sustainable design and well-tested, reliable techniques that have a strong track record. Current sustainability criteria will remain in effect for 2013. In partnership with the University of Washington, the sustainability criteria are being updated. The new criteria are planned to be incorporated in 2014. Note: Sustainability criteria listed below are currently in effect.

**Adopted Green House Gas Emissions Policy** 1**Modal Measures (8 pt max)**

- Completes gap in HOV system 3
- Adds HOV lanes in each direction 2
- Adds Queue Jump or Transit Only Lane 1
- Peak Hour Transit Buses 0-3
  - *One point for every 2 buses*
- Sidewalk width greater than TIB standard &/or planter strip (3 foot min width) 0-3
- Bicycle Facilities
  - *Completes gap in adopted bike plan system with either separated bike path or signed & striped bike lanes* 3
  - *Extends adopted bike plan system with either separated bike path or signed & striped bike lanes* 2
  - *Adds separated bike path or signed & striped bike lanes designated on the adopted bike plan* 1

**Energy Measures (4 pt max)**

- Replace or install Low Energy Street Lighting 3
- Solar powered signage 1

**Environment Measures (4 pt max)**

- Low Impact Drainage Practices 2
  - *Use bio-swales, rain gardens, other low impact drainage practices*

- Hardscaping or climate appropriate planting 2  
*Project must not include irrigation*

**Recycling Measures (4 pt max)**

- On-site grinding & reuse of pavement 2
- Use of base treatment to avoid over-excavation 2
- Use of stockpiled recycle materials 1

**CONSTRUCTABILITY (20 pt max)** *Provides a reasonable expectation of completion.*

Criteria in this category evaluate the likelihood the project will successfully reach completion. Points are received for things like secured funding, completed plans and specifications, and processed permits. This category does not dictate TIB funding be directed towards shovel-ready projects, but projects that are closer to construction may compete better.

**Full Funding (15 pt max)**

- Over match 0-10
- Full funding in place 5

**Construction Readiness (10 pt max)**

- Plans, Specs, and Estimate finished 3
- Permits completed 2
- Cultural resources complete 2
- Right of way certified or not required at application 3
- No federal reporting or permits needed 1
- No sensitive areas or issues pending 1
- Street will be closed during construction 1

**Timeline (tentative)**

February 1 – 28, 2013	Public comment period
March 29, 2013	Criteria put before Board for adoption
June 2013	Applications released, training on new criteria, funding workshops
August 2013	Applications due
November 22, 2013	Project grants adopted by Board